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58TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { REPORT No. 2725.

WATERWAY CONNECTING THE CHESAPEAKE AND DELAWARE BAYS.

APRIL 21, 1904.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. DAVIDSON, from the Committee on Railways and Canals, submitted the following

REPORT

[To accompany H. J. Res. 137.]

The Committee on Railways and Canals, to whom was referred the joint resolution (H. J. Res. 137) authorizing the President to appoint a commission to examine and report upon a route for the construction of a free and open waterway to connect the waters of the Chesapeake and Delaware bays, having had the same under consideration report the same back with the recommendation that it do pass.

This joint resolution authorizes the President to appoint a commission, consisting of an officer or retired officer of the Engineer Corps of the United States Army, an officer of the United States Navy, and one person from civil life, to examine and appraise the value of the works and franchises of the Chesapeake and Delaware Canal, connecting the waters of the Chesapeake and Delaware bays, with reference to the desirability of purchasing said canal by the United States and the construction over the route of the said canal of a free and open waterway having a depth and capacity sufficient to accommodate the largest vessels afloat at mean low water. The commission is also authorized to examine and report as to the feasibility of sundry other routes for the purpose of such waterway, so far as can be done from the surveys on file with the War Department. The commission shall make report of its work, together with its conclusions upon the probable cost and commercial advantages and military and naval uses of each of said routes, to the Secretary of War, who shall transmit the same to Congress at its next session. The sum of $10,000 is appropriated,

out of any moneys in the Treasury not otherwise appropriated, to pay the expenses of said commission, including such clerical assistance as may be deemed necessary by said commission, and such reasonable compensation for the services of the members of said commission as the President in his discretion may see fit to allow.

A similar resolution was introduced in the first session of the Fifty-seventh Congress, but the pressure of other business prevented a vote thereon. This committee then reported (Report No. 1610 on H. J. Res. 42) thereon, recommending the passage of said resolution. Such report, among other things, said:

The project of a ship canal connecting the waters of the Delaware and Chesapeake bays is one which has been before the people of the country since 1812.

During President Madison's Administration a comprehensive system of internal and coastwise canals was projected, which was approved by the President in the strongest terms, both as to utility from a commercial standpoint and the security it would afford to the General Government in case of war with any maritime nation. That President Madison was right on both of these propositions was made apparent by the war with England, when the fleets of that country ravaged the shores of the Delaware and Chesapeake bays, destroyed the National Capitol, and compelled the payment of tribute by the cities on the Atlantic coast to the enemy. Had a system of internal canals been constructed before that war, what a benefit would have accrued from their use. As soon as possible after the war with England steps were taken looking to the connection of the several bays and rivers along the coast by a system of canals, and one of the first was the construction of the Chesapeake and Delaware Canal, connecting the bays of Chesapeake and Delaware.

This canal was opened to the public on July 4, 1829. Its construction cost about $2,250,000, of which amount the National Government subscribed about one-fifth, the balance being furnished by the States of Pennsylvania, Maryland, and Delaware, and by the citizens of those States. This canal is still in existence, but owing to its limited dimensions it does not afford to commerce that relief which is demanded at the present time.

For twenty-five years the project for a ship canal to connect these two estuaries has been before Congress in one form or another almost continuously. Its necessity has been widely recognized both in and out of Congress, and as time passes the reasons urging its construction multiply.

In 1879, under the authority of Congress, the Secretary of War caused surveys to be made with a view to its construction. In 1882 Congress authorized the Secretary of War to cause additional surveys of these routes to be made, and required him—

to report to Congress which of the various routes surveyed would afford the greatest protection in case of war, and the greatest facilities for commerce by cheapening the cost of transportation from the city of Baltimore to the Atlantic Ocean, together with the cost of said improvement and its approaches, and the annual cost of maintaining and operating the said canal when constructed.

In 1894 Congress authorized the President to appoint a board, to consist of—

an officer of the Engineer Corps of the United States Army, not below the rank of lieutenant-colonel; an officer of the United States Navy, not below the rank of captain, and two civilians, who, together with the Chief of Engineers of the United Army, shall examine and determine, from the surveys heretofore made under the direction of the War Department, the most feasible route for the construction of the Chesapeake and Delaware Canal.

Under date of October 9, 1894, the Secretary of War informed the Chief of Engineers, U. S. Army, that the President had selected Brig. Gen. Thomas L. Casey, Chief of Engineers; Col. William P. Craighill, Corps of Engineers; Capt. George Dewey, U. S. Navy

Mendes Cohen, of Maryland, and E. Porter Alexander, of South Carolina, to compose such board.

This board gave exhaustive consideration to the subject, held public hearings, carefully examined the elaborate data and maps of the several surveys and borings made of the different routes suggested, received and considered communications and commercial data and argument submitted by prominent men and influential commercial bodies of different States advocating the ship canal, and on December 8, 1894, made its report to the Secretary of War. This report is known as House Executive Document No. 102, Fifty-third Congress, third session. It is elaborate and exhaustive, and includes much valuable information on the subject, including a discussion of the best location from a military and naval point of view. Its conclusion was:

After examination of the surveys heretofore made under the direction of the War Department this board determines the most feasible route for the construction of the Chesapeake and Delaware Canal to be the Back Creek route, which is substantially located upon the line of the existing Chesapeake and Delaware Canal. In the judgment of the board this route will be best adapted for national defense and will give the greatest facility to commerce.

The fact that the terminals of the Back Creek route would be well above the forts protecting the harbor, making the route more secure during hostilities, and that it affords the shortest route for the great coastwise commerce of Philadelphia, Baltimore, Norfolk, etc., the board deemed important considerations.

In the report of the board is included the report on the project by Capt. Thomas Turtle, United States Engineer Corps, in which he says, as to the value of such ship canal for purposes of national defense:

It will be doubted by no one that a deep-water connection between the two bays would be of vast importance in the contingency of war with a maritime nation. Such a connection would provide a means of concentrating the floating defenses of the two bays, and besides this would render more secure the communication between the naval stations of Philadelphia and Norfolk and Washington. Vessels defending a port have two offices to perform—the one being to assist in the direct defense or to prevent capture or occupation by a hostile force, the other being "the prevention or breaking up of blockades." Without the canal a blockade of the capes of the Delaware would close the port of Philadelphia, or a blockade of the capes of Virginia would close the outward commerce of Baltimore and the other ports of the Chesapeake. With the canal built where communication would be secure, neither the ports of Philadelphia nor of Baltimore could be closed unless an effectual blockade were established both at the Delaware and Virginia capes. The disadvantage to the attacking party is obvious, while the defending vessels could concentrate at either outlet, and breaking the blockade at one point would open both ports and render the blockade useless at the other outlet.

It may be assumed that if a war with one of the great naval powers should arise, and the mere appropriation of the money could provide such a channel of communication between the bays, the amount would be at once provided without hesitation. That would, however, be too late.

The narrow neck of about 14 miles of land separating the Delaware from the Chesapeake prevents the quick concentration at the point of hostile attack on either bay of the defensive fleets of the two bays, and requires a much larger number of naval vessels to give the same protection to the great navy-yards, dry docks, shipyards, powder supply, cities, and other important interests, including the National Capital, situated on these waterways. The enemy could quickly concentrate its squadrons employed in blockading both entrances for a joint attack upon one wing of our defensive fleet, with no possibility of its being

reenforced by the other wing through an inland passage. If the attack was successful an assault could then be made upon the other wing with the enemy's entire fleet. With the proposed ship canal available, our two defensive fleets could be quickly united and thrown against either one of the blockading squadrons before it could be reenforced by the other. The growing importance of torpedo boats and other small defensive craft, which can operate with greater safety and efficiency on comparatively still waters and which are necessarily of moderate speed, emphasizes the increasing value of the short-cut ship canal between these two bodies of water to facilitate their maneuvering, as well as giving them ready access to the dry docks on either bay for quick repairs in case of accident during action.

The distance from Delaware City, on the Delaware River, to Chesapeake City, on Chesapeake Bay, is about 14 miles, but a war vessel going from one place to the other and return by way of the ocean, the only present available route, must go over 800 miles, passing comparatively dangerous capes four times and requiring two or three days for the trip. The shorter route the canal would afford for communication between the navy-yards of Philadelphia and Norfolk and Washington would be a large saving of expense continuously.

The cost of building and equipping a first-class battle ship is said to be about $8,452,000. The engineers of the Government have estimated that this ship canal could be constructed for $8,000,000. Its building, therefore, would seem to be justified by naval economy without other considerations.

World conditions make a future coalition of two or more of the great naval powers against the United States at least a possibility. A natural point of attack for their giant consolidated fleet would be our National Capital, the heart of the Republic. The fact that these waters are the sources of principal coal supply, and that such foreign powers have no coaling stations of their own on this side of the Atlantic makes this line of attack more probable. It is clearly the duty of Congress to provide for these reasonable contingencies, and the construction of this ship canal would certainly be the least expensive and most effective method of improving the defenses of this locality.

The present shallow and narrow Chesapeake and Delaware Canal played an important part in the defense of Washington and as an aid in coast defense and to military operations during the civil war. On April 19, 1861, the Baltimore riot occurred, the mob attacking the Sixth Massachusetts Regiment in the streets. Within twenty-four hours the railroad bridges as far north as Gun Powder River had been burned and the shipment of troops to Washington stopped.

President Lincoln sent a representative to Philadelphia who caused the seizure of fourteen light-draft vessels at the wharves of that city, several of which were sent through the canal empty, arriving at Perryville, Md., on the eastern coast of Chesapeake Bay, on April 21, 1861. Troops were taken by rail to that place and hastily embarked on such vessels which took them to Annapolis, thence by rail to Washington in time to prevent the threatened capture of that city by the Confederate forces.

Until the end of the war this canal was employed almost constantly in the forwarding of military supplies, etc., and the Government seized

and chartered for use on this and other Atlantic canals and coastwise waterways during the war 144 propeller steamers, 89 steam tugs, and 842 freight barges, in all 1,075 boats. This subject is fully set forth in Executive document of the House, No. 337, second session of Fortieth Congress, which shows 3,612 vessels seized or chartered altogether. On May 3, 1861, the New Jersey troops were embarked at Trenton on 16 propeller steamers, which passed down the Delaware and through the Chesapeake and Delaware Canal, arriving at Annapolis May 4, and in Washington May 5, where they were badly needed.

The ocean route was untenable, even for the few of the boats that were large enough, because of the presence of Confederate cruisers like the *Alabama,* which were making frequent seizures of Federal merchant vessels along the Atlantic coast.

The importance and value of the Delaware Ship Canal to facilitate commerce, especially coastwise commerce, will be as great as its naval and military necessity.

It will connect the two great estuaries, which, with their navigable tributaries, are said to have a shore line of 2,500 miles, with more than 10,000 registered boats handling the present commerce thereon, and, situated midway between the North and South on the Atlantic coast, it will comprise the necessary connecting link to accommodate both sections with a short and cheap route for the exchange of their products. The vast number of boats now employed in these waters indicates an enormous commerce, which should be increased by the removal of the obstructive barrier and the construction of an open and free ship canal under the control of the United States. It will give the markets of the North the benefit of earlier produce and fruit from the more temperate climate localities of the South, now barred out largely by inability to stand the rail transportation rates, thus stimulating production in the South and cheapening the cost of living in the North.

It will facilitate the movement of southern lumber and aid northern building operations. New England is the leading market for the coal reaching tide water on the Chesapeake. The round trip from Baltimore to Boston by way of the Virginia capes, and in fact to Europe, is about 400 miles farther than it would be by way of the proposed ship canal, an important matter, especially for slow coal vessels. This, of course, lays an additional burden upon New England industries; 97.5 per cent of the 1,731,896 tons of coal shipped annually from Baltimore is north bound, and would go through the canal, and 99.3 per cent of the 1,790,479 tons from Newport News is also north bound. Boston, alone, gets about 1,500,000 tons of this coal. Insurance rates on vessel and cargo is said to be double on the outside route what they are by the inside.

The commerce of the Delaware and Chesapeake, registered and otherwise, has been estimated all the way from 50,000,000 to 90,000,000 tons annually. Even the lowest estimate is about five times that of the Suez Canal, and much larger than the tonnage of the entire annual foreign commerce of the United States. The Isthmian Canal Commission estimated that the Panama Canal, now to be built at a cost approximating $200,000,000, would have carried a tonnage in 1899 of but 1,574,852 tons. (See "Great Canals of the World," issued by United States Treasury Department.)

The following statement of the tonnage traffic of the Delaware and Chesapeake bays, was compiled from the reports of the Chief of Engineers, United States Army:

Delaware Bay points.

	Tonnage.
Philadelphia:	
Foreign	4,428,242
Coastwise	17,414,967
Rancocas River	432,418
Coopers Creek	726,888
Alloways Creek	90,000
Tuckerton	26,000
Raccoon Creek	500,000
Wilmington, Del., domestics	829,605
Appoquinimink	44,000
Murderkill Creek	30,000
Mispillion	80,000
Smyrna River	430,236
Elk River	33,000
East Shore	250,000
Choptank	172,830
Warwick	58,000
Pocomoke	47,000
Wicomico	168,000
La Trappe, etc	12,000
Nanticoke	100,000
Total	25,873,167

Chesapeake Bay points.

	Tonnage.
Baltimore:	
Foreign	2,745,417
Coastwise	4,991,030
Washington	672,912
Anacostia River	230,465
Breton Bay, Maryland	20,000
Patuxent River (appendix)	3,900
York River	400,000
Occoquan	13,000
Nandua Creek	4,600
Carters Creek	369,000
Nomini Creek	1,500
Rappahannock River	250,000
Urbana Creek	550,000
Milford Haven	18,000
Mattaponi	270,000
Pamunkey River	44,000
James River	549,000
Norfolk Harbor	7,853,108
Elizabeth River	1,059,000
Hampton Roads	2,664,000
Nansemond River	51,000
Appomattox, etc.	176,000
Cape Charles Harbor	1,032,000
Roanoke River	164,000
Total	24,151,932

These ports seem to thus have a combined traffic of over 50,000,000 tons annually. If we add to this the undocumented and unregistered tonnage, which includes a vast amount handled daily by the thousands of local trading coastwise boats, we will have a very large total, estimated by some to be 90,000,000 tons. The best markets being along the Delaware, and the largest sources of produce supply and of many other products being on the tributaries of the Chesapeake, it is

expected that a large portion of the tonnage will go through the Delaware Canal.

The Department of Commerce reports traffic of Chesapeake and Delaware Canal for 1903:

	South.	North.
Coal	96,729	.....
Lumber and ties	1,490	a392,705
Fertilizers	16,496	301
Iron	3,202	11,045
Wheat	.....	2,773
Oysters and sand	19,847	29,596
Miscellaneous	68,909	61,081
Total (704,147 tons)	206,646	497,501

*a*Net tons.

North-bound lumber is 55 per cent. of the whole, and south-bound coal (anthracite) 14 per cent. The toll on these two articles are at the rate of about 1.6 cents per ton-mile, exclusive of the cost of towage, or about four times the cost of rail transportation. A few other tolls computed per ton-mile may be cited: Agricultural productions, 5 cents; butter, 5.7; cotton, 5.7; cordage and cotton yarns, 6.5; fertilizer, 3.6; the average rate, as shown by the toll sheets, being over 4 cents per ton-mile, or more than six times the average rate per ton-mile on all of the railroads of the country and sixty times the average transportation freight charge by water.

Of course these rates are practically prohibitory to most of the commerce that would otherwise use the present canal, and explain the diminishing volume of traffic. It has been the policy of Congress to come to the rescue of commerce thus unduly burdened, for most of it is interstate commerce, and the localities dependent upon this waterway are thus made to suffer unjust discrimination. A case in point, although not so flagrant and widespread in amount of commerce involved as this, was the late purchase by the Government of the Monongahela navigation, for which it paid the sum of $3,761,615.46 to liberate the coal of the West Virginia and Connellsville basin, and which was fully justified by the stimulus it gave to manufactures along the Ohio and Mississippi rivers.

The immense commerce involved, as shown by the above table, and which is overburdened or entirely obstructed by the high tolls, or the lack of a ship canal of adequate depth and size, would seem to justify Congress in appropriating sufficient money to immediately acquire the franchises and property of the Chesapeake and Delaware Canal, or rather the interests therein not now owned by the United States Government, which will cost much less than the Monongahela investment, and at once throw it open to all commerce free of tolls, so far as the same is carried in boats small enough to pass through the canal, thereafter treating the canal as a navigable stream to be improved and enlarged by Congress until it assumes the rank of a ship canal of sufficient depth and width to pass the largest vessels afloat.

The United States invested about $750,000 in the stock of said canal company and has received over $300,000 in dividends thereon.

The capacity of the canal is now restricted by the size of locks, which are 220 feet in length, 24 feet in width, and 9 feet draft, so that

any vessel having any one dimension in excess of these can not pass through it.

The fixed charges for operating a large barge are about the same as for a smaller one, which has caused the substitution of 2,500-ton vessels for those of 400 tons. The same crew will thus handle a cargo many times as large and in the same time for transit. Most of the Baltimore-Boston coal sea barges owned by the railroads are now of the larger class and can not go through the canal.

Of course these extra charges are paid by the industries and other consumers and no one benefits thereby. The $150,000 of tolls annually collected on the small commerce of the canal is a tax on the business of adjacent States, although the obstruction of the movement of the greater portion of commerce of these waters is much more serious. A tide-level free canal should stimulate the growth and volume of this commerce and increase production, especially of the products of the soil, needed in increasing quantities by the growing populations of the industrial cities of the five States lying upon these waterways.

These States, Pennsylvania, New Jersey, Delaware, Maryland, and Virginia, have a population of 12,000,000, or one-sixth that of the United States. Their area, 108,810 square miles, is nearly equal to that of England, Ireland, Scotland, and Wales combined, which have 111,535 square miles. According to the census of 1900, they contain 89,864 manufacturing establishments, with $2,405,153,532 capital, employing 1,203,339 wage-earners, who annually receive $527,258,921 in wages, turning out products valued at $2,914,402,945, and using raw materials worth $1,668,652,051. Their farm property is worth $1,821,557,247, and their mines, city property, and railroads many times more.

The route of this ship canal across the State of Delaware is at almost the geographical center of this vast territory which it is proposed it shall immediately serve—Pennsylvania and New Jersey to the north, containing 53,030 square miles, and Maryland, Virginia, and the District of Columbia to the south, having 54,730 square miles. But this territory is also the natural outlet for still greater areas and more numerous industries lying to the westward. In fact, the entire Middle West is interested in anything improving its facilities for exporting the annual surplus of grain and other export products. Increase in the good lines of transportation to the coast and of export facilities at the ports means greater competition for this traffic and lower rates. If all was forced to leave by one port, not only would the transportation and transfer charges be greater, but the congestion would cause delays and losses.

Baltimore being the nearest port on the Atlantic seaboard to the average sources of western supply, it is the basing point and fixes the western traffic rates for all of the trunk-line railroads terminating at the various Atlantic ports. This makes the West peculiarly interested in Baltimore, and any improvement in her means of export, and in fact of import as well, is of direct, immediate, and continuous value to all of the States traversed by railroads terminating at any point on the Atlantic seaboard or by their connections.

Such States are therefore interested in this ship canal, which will shorten the round trip from Baltimore to Europe about 400 miles, avoid the hazardous Virginia capes, and so improve the harbor facili-

ties of that port that it is expected new trans-Atlantic boat lines will result, which would, of course, benefit the commerce of all such States. On the completion of the Panama Canal the Pacific coast vessels will desire and enjoy the freedom of these waters and of the proposed ship canal connecting the same, bringing their raw materials to the great industries centered in the locality, in exchange for the machinery and other manufactured products needed to develop the vast resources of the extreme Western States.

The necessity for this ship canal seems to be recognized by the leading railroad men to supplement and aid the railway lines in handling the increasing volume of coastwise traffic, and facilitating the export of commerce brought by them from the interior, assisting in the upbuilding of industries in the locality as well as for purposes of national defense.

At the hearings before the committee, attended by large delegations of prominent business men from various States, a large amount of data and information bearing upon the project was submitted. Among this was a printed report issued by the Delaware Ship Canal Executive Committee, of Wilmington, Del., of the proceedings and addresses at an interstate banquet held in that city on January 8, 1904, in the interest of the proposed ship canal, attended by a large number of United States Senators and Representatives and other distinguished men of adjacent States.

One of the speakers made this statement:

It was currently reported that the Pennsylvania, Baltimore and Ohio, and Reading railroads, traversing Delaware, would oppose the construction of this canal because of its competitive features. It seemed of the highest importance that their attitude be at least ascertained, and, if possible, their co-operation secured. Accordingly, I took the liberty of addressing a letter to the president of each of these railroads, setting forth in detail the necessity for the canal to facilitate the national defense and commerce, and holding that it would induce a local industrial development of much greater importance to the railroads than any freights which might be lost through its competition. In reply President Cassatt invited me to meet him in Philadelphia. At the close of our conference Mr. Cassatt authorized me to announce to you here to-night that the Pennsylvania Railroad would not oppose this ship canal, but would favor it. We have the best of reasons for believing that the other two lines will also support the project, although final answers have not yet been received from them. A few evenings ago, at a public banquet in Baltimore, retiring President Loree, of the Baltimore and Ohio Railroad, advocated this canal, saying it would make Baltimore a real ocean port, avoid the dangerous trip around the Virginia capes, and save about 200 miles of the distance to New England ports.

A copy of these remarks were mailed to President Cassatt with inquiry as to their accuracy, and he wrote the following letter in reply:

PHILADELPHIA, PA., *February 26, 1904.*

DEAR SIR: I did not notice that your letter of January 14 required an answer. You stated my position in the matter referred to with substantial correctness.

Yours truly,

A. J. CASSATT, *President.*

Mr. ALFRED O. CROZIER, *Wilmington, Del.*

There would therefore seem to be no opposition from any quarter to the construction of this ship canal by the Government, and none has been shown during the hearings before this committee, while the sentiment in its favor has appeared to be wide and influential.

Throughout the different countries of the world canals are being built and extended to supplement the work of the railroads and to facilitate commerce and military and naval matters.

Of the 24,700 miles of canals of the world, Europe has 13,591: India, 2,240; China, 5,270; Canada, 535; and the United States, 3,064 miles. Those of France, Belgium, and Germany connect the great sources of supply and production with the chief consuming centers or with tide water, and they are being constantly extended and enlarged. In Russia a canal boat can now go from the Caspian Sea to St. Petersburg and Archangel—2,500 miles; and a ship canal 30 feet deep and 1,000 miles long is being planned to connect the Baltic and Black seas for national defense and commerce. On Russian canals 60,000 canal boats are employed.

The Manchester Ship Canal in England is 26 feet deep and 35 miles long, and it cost $75,000,000. It has made that city one of the greatest manufacturing and distributing centers in the world, converting the declining inland town of ten years ago into an ocean port of unexcelled prosperity, with direct boat lines regularly touching 168 of the leading ports of the world. It was opened on January 1, 1894, and in the intervening ten years it has saved the district tributary thereto more than $40,000,000 in freight charges.

The Panama Canal has been so generally discussed, and is so well understood and approved, that little need be said about it here. The same reasons urged for its construction, at a possible cost of $200,000,000, as to its necessity to facilitate the national defense and commerce, are given for the construction of the Delaware Ship Canal at a cost of less than $10,000,000. The Delaware canal, however, is nearer home, and to the national capital and its priceless records and treasures, and will have a very much larger traffic than the Panama Canal.

The traffic of the Suez Canal for 1898 was 8,000,000 tons, and that of St. Marys Lake Superior Ship Canal for same year was 21,000,000 tons. This traffic has since increased, but the exact figures are not at hand.

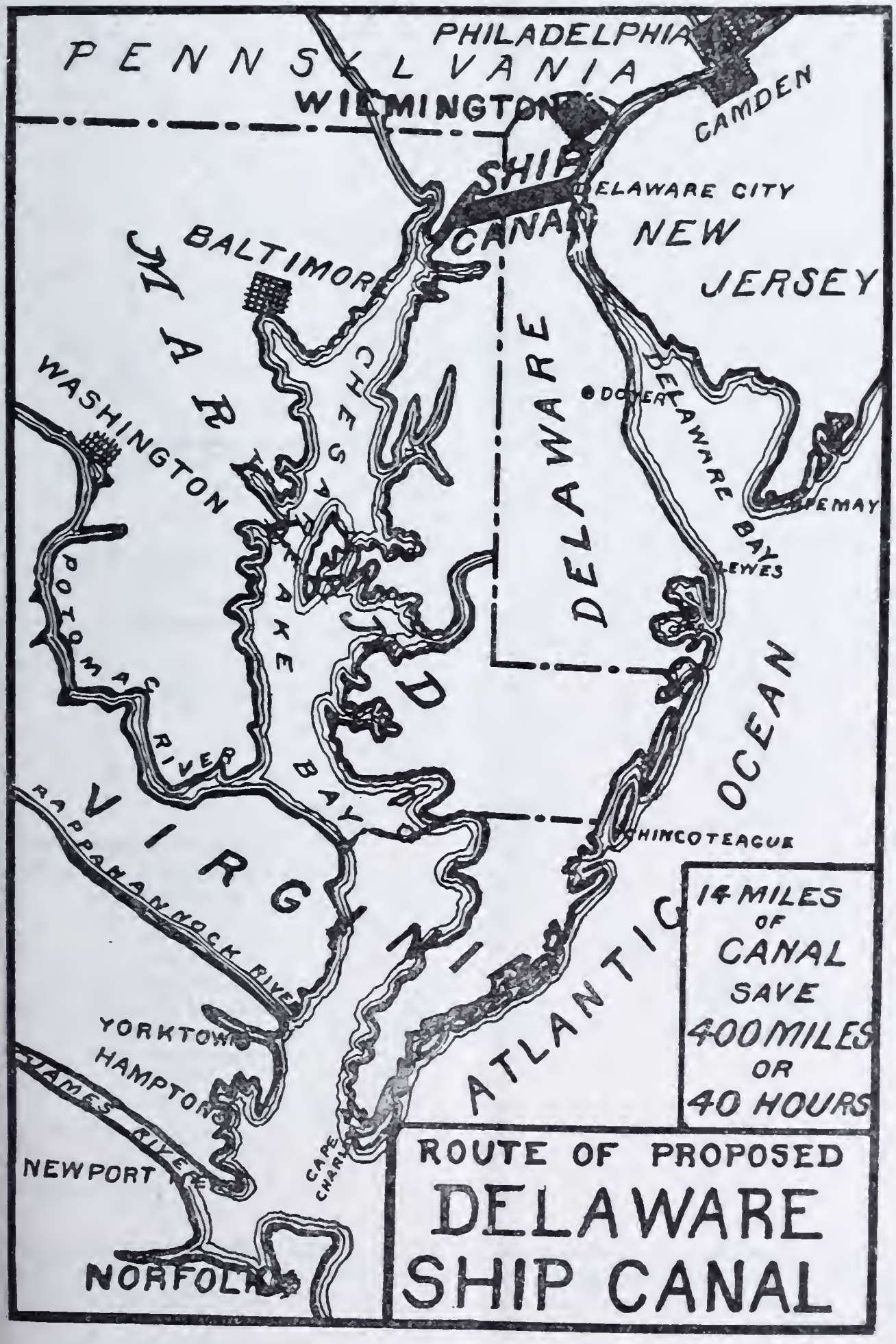
The "Soo," Welland, and St. Lawrence canals give Canada an all water route from the Great Lakes to the ocean, which has already diverted an enormous tonnage from United States ports.

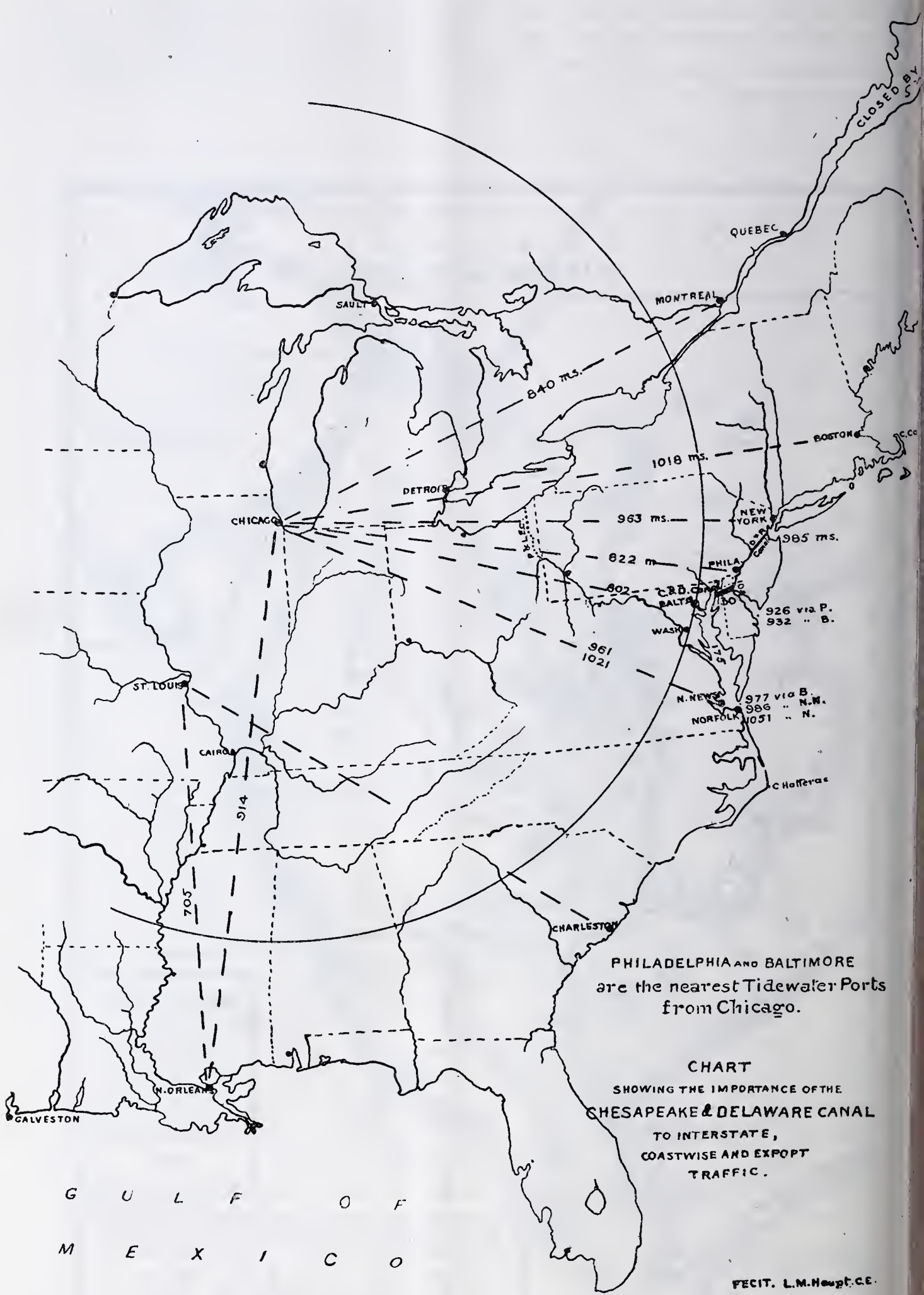
During the past eighty years the State of New York has constructed 638 miles of canals at a cost of $71,386,092, and the people of that State have recently voted to bond the State for $100,000,000 to deepen and improve them. The effect of these canals is shown in the immense growth of such cities as Buffalo, Tonawanda, Lockport, Rochester, Syracuse, Rome, Utica, Schenectady, Troy, Albany, and New York. According to the report of the board appointed by President Roosevelt when governor of New York, which recommended the improvement of the canals of that State at that great expense, 90 per cent of the population and 80 per cent of the assessable property of that State are in canal counties. Wherever canals have been abandoned, towns and industries have declined; wherever canals have been built, they thrive and prosper. Such seems to be the history of eighty years.

As the time appears to be ripe for serious consideration of the proposed ship canal to connect Delaware and Chesapeake bays, as a matter of interest and value to the entire country, because of its necessity for purposes of national defense as well as to facilitate commerce, your committee believe the preliminary action authorized by the resolution hereby reported should be taken without delay, so that Congress may

have the data and information such commission would report as a guide to such further action as may then be deemed advisable. We therefore recommend the passage of said resolution in its present form.

Reference is made, also, to the map of the said two bays accompanying this report.





The accompanying cuts were served to show the benefits of this water-way not only to the local interests of the Atlantic Seaboard but to the trunk line rail roads connecting these terminals with the agricultural and manufacturing indus tries of the Great West.

This route is practically open the entire year while that via the Great Lake and Canada is closed by ice for a period of about five months, thus making thi not only the shortest but most available outlet for export shipments to th Eastward.